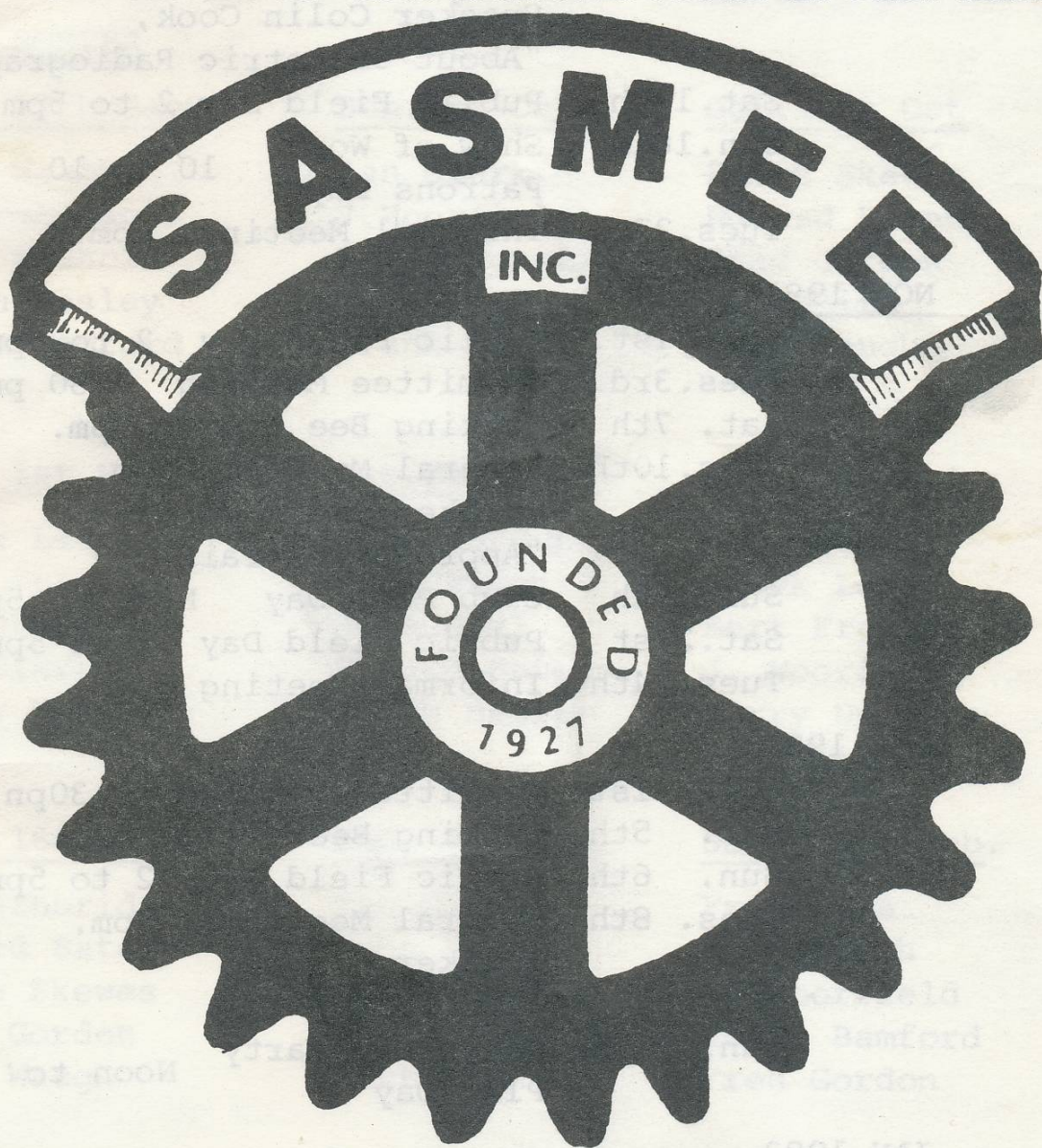


SASMEE BULLETIN

SOUTH AUSTRALIAN SOCIETY OF MODEL
THE OFFICIAL JOURNAL
& EXPERIMENTAL ENGINEERS

OF

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THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



Oct - Dec 81

ISSN - 0158 - 3700

WHAT'S ON

What's on at SASMEE

OCT 1981

- Sat.3rd Working Bee 1 to 5pm
Sun.4th Public Field Day 2 to 5pm.
Tues.6th Committee Meeting 7.30pm.
Tues.13th General Meeting 8pm.
Speaker Colin Cook,
"About Obstetric Radiography"
Sat.17th Public Field Day 2 to 5pm
Sun.18th Show of Work 10 to 10
Patrons Day
Tues.27th Informal Meeting 8pm.

NOV 1981

- Sun. 1st. Public Field Day 2 to 5pm.
Tues.3rd. Committee Meeting 7.30 pm
Sat. 7th Working Bee 1 to 5pm.
Tues.10th General Meeting 8pm.
Speaker Jeff Schaefer
"Apprentice Training"
Sun.15th Club Play Day Noon to 5pm.
Sat.21st Public Field Day 2 to 5pm.
Tues.24th Informal Meeting 8pm.

DEC 1981

- Tues 1st Committee Meeting 7.30pm.
Sat. 5th Working Bee 1 to 5pm.
Sun. 6th Public Field Day 2 to 5pm
Tues. 8th General Meeting 8pm.
Speaker
Sun. 13th Christmas Party Noon to ?
Play Day

JAN 1982

- Tues 12th Play Night 6pm to 10pm
Sat. 17th Public Field Day 2 to 5pm
Sun. 17th Club Play Day Noon to 5pm
Tues.26th Informal Meeting 8pm.

THE 1982 EASTER CONVENTION:

Members are reminded that the 1982 Convention is to be held at the Q.S.M.E.E. in Brisbane.

Dates are April 9th, 19th, 11th, 12th.



The Christmas Party SUN. 13th Dec.

With Christmas not that far away, planning our Christmas Party is under way.

This party should be more than just a party for our children and grandchildren, it is for all members to join together in good spirit and fellowship.

Father Christmas will as usual be in attendance, with the usual goodies.

An attendance register is available in the Clubhouse to record numbers attending.

DEC/JAN - FIELD DAY

You will note that from the 'Whats On' list that the Public Field Day on the 3rd Saturday is off, due to Xmas being so close. Also our Public Field Day on the 1st Sunday of January, 1982 is off.

Our first Public Field Day for 1982, is Saturday 16th January. Further, Our January General Meeting night will be a play night with no formal business.

Members are reminded that they can use the grounds and facilities as they desire (within reason) over the holiday period. Keys are available from members of the Committee.

A PERSONAL PROFILE:

At the Annual General Meeting in May, Colin Cook and Bill Coles were elected to the SASMEE Committee. We take this opportunity of presenting a brief profile on both Colin and Bill.

Colin Cook - Colin is now retired, after spending 30 years as a Radiographer. Colin and his wife live in Belair, they have 2 children.

When Colin finished School he started work as an assistant in a Chemist shop, however some 30 years ago he started work at the RAH as a Radiographer and shortly after joined the Queen Victoria Hospital where he remained until he retired in 1980.

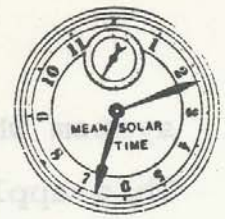
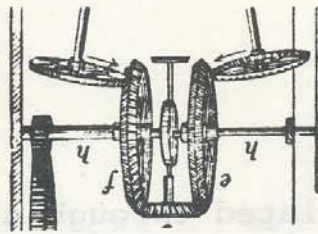
In recognition of this distinguished service to the Hospital he was awarded life membership of the Queen Victoria Hospital. Further, Colin was awarded the B.E.M. in the 1981 New Years Honours.

Colin has been interested in model engineering all his life and from stories told by his long-time friend Fred Gordon some weird and wonderful items have emerged from the back shed. Colin has almost completed a 3½" Tich and is considering building a 7¼" Tich. Colin recently obtained a Boiler Operators Certificate. Colin has made a real contribution to SASMEE in the 4 years he has been a member.

BILL COLES - Bill is married, has 3 children with one still at school.. Bill resides in Brighton, not far from the Hove Railway Station, and is employed by Chrysler (now Mitsubishi) as Manager, Quality Control at the Lonsdale machine shop and engine manufacturing plant.

Bill served his time as a fitter and turner with Horward Bagshaw in Adelaide, and when one sees the superb "Mountaineer" that is being built by Bill we realise he is a true craftsman. Bill's hobbies are limited to the home and his workshop.

Heard a story that Bill's office is adorned with pictures of steam locos. We are indeed fortunate in having Bill a member of the Committee.



VANCOUVER'S STEAM CLOCK

The Gastown Steam Clock, ticking away in the Gastown area of Vancouver, BC, Canada, is claimed to be the first public steam clock in the world.

The clock, which was built by Mr. R.L. Saunders, is of Edwardian design, and is 16ft high, weighs 2½ tons, and has four dials each 3ft. square. Some of the parts, including the dials, were purchased from Gillett & Johnson of Croydon, a long established firm of British turret clockmakers, who have designed and built many clocks for towers throughout the world.

The clock sounds the quarters and hours by Westminster Chimes on specially tuned steam whistles mounted as finials on the roof of the tower. The hours are marked by short blasts from a large centrally mounted whistle similar to that of a locomotive of about 1890. The chiming is controlled by a specially designed unit housed in the base of the tower and let off every ¼ hour by a tilting mercury switch, actuated by the clock mechanism. However, all five whistles are silenced automatically during the night.

The clock movement, which is of the normal type with a 42 lb. pendulum bob, is visible through glass panels placed below the dials. At the sides of the pendulum are two vertical roller chain circuits using Renold 3/8" pitch chain. Brass fingers, carrying heavy steel balls, are attached at intervals to the chains. The weight of the balls on the driving side supplies the power to drive the clock. On reaching the bottom of the driving chain circuit, each ball rolls off and across to the other chain, where it is picked and elevated for transfer to the top of the driving circuit, where it again acts as a descending weight. This sequence is repeated every 4½ minutes. The elevating chain is driven by a small single cylinder steam engine, designed for continuous operation, through a small Renold worm gear unit of 60:1 ratio. The steam to operate the engine and whistles is obtained from a commercial steam distribution

system which is reticulated through underground pipes.

This application of steam power is novel, but the clock should remain as a fascinating part of the Vancouver scene for many years, as mechanical clocks can work for extended periods with minimum maintenance.

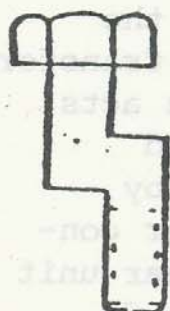


INSTRUCTIONS RE SAE BOLTS:

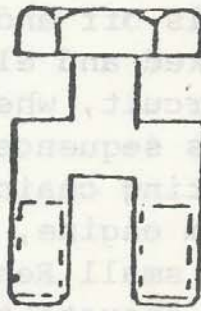
With regard to SAE bolts (which are not SAE but are UNF), we are changing the group numbers of the bright bolts and making them high tensile although they may not be high tensile but bright. Now the not high tensile bolts, which are in the high tensile class, may be served as either or both, but the high tensile, which is required as such, cannot be issued as bright but must be high tensile. However, if a bright bolt only is required, it may be issued as a high tensile, unless a high tensile is not required, in which case a bright bolt will be from the high tensile bin if there are any in it. Otherwise some will have to be obtained using the high tensile group number.

This example of easily understood english was placed on the notice board of a large interstate general merchandising company some years ago.

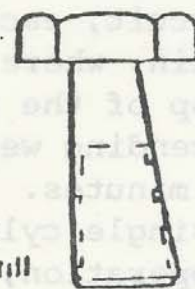
The Editor will buy an icecream for the member producing the best short explanation of this example of "gobble - de - gook".



For
mismatched
bolt holes.



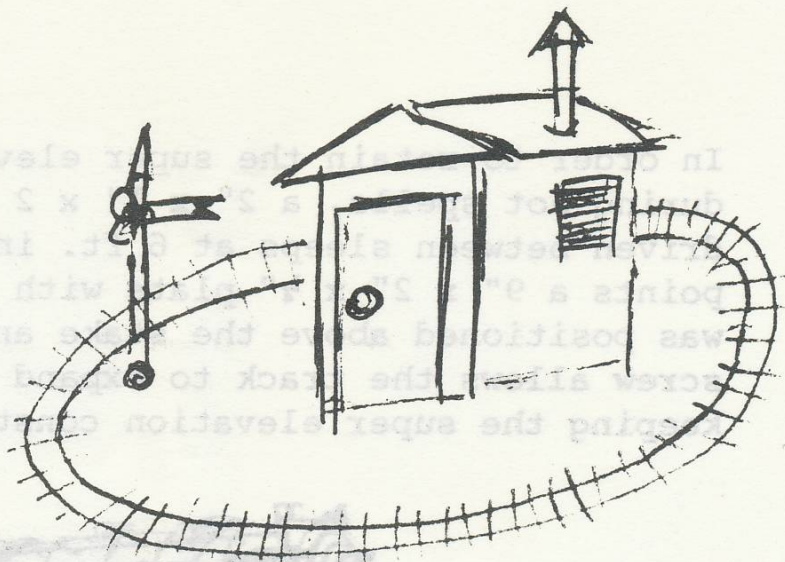
For redrilled
holes that still
don't match.



For holes
drilled crooked
then
straightened
up.

A BACKYARD RAILWAY

By BARRY DUNSTAN



It has always been a burning ambition of mine to construct a 5" gauge backyard railway and in December 1980 this became a reality.

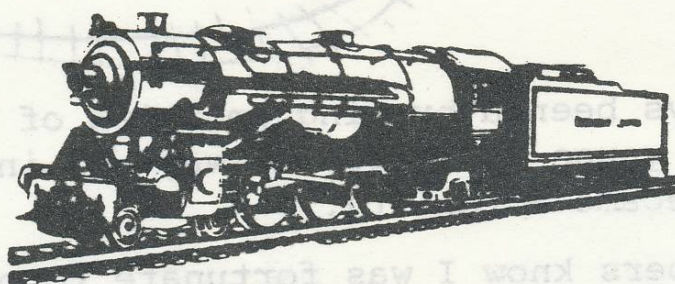
As most members know I was fortunate to purchase 4-6-0 "Springbok" in October 1979 and almost immediately thought of constructing a track which would be oval shaped, surrounding the house and some 300 ft. in circumference with 32 ft. radius curves.

However before any effort was made in this regard I had to remove a large area of lawn (16 trailer loads) and 2 large trees. Removal of the trees was intended however most of the tree roots were shallow and upon removal of the surrounding lawn it took only a small gust of wind to blow them down. One was a 30 ft. high pine which narrowly missed knocking out our lounge room window.

The next job was to erect a front fence of free standing asbestos, 6 ft. high and 200 ft. in length.

I commenced the groundwork in March 1980. I wanted a road bed that wouldn't sink after a passage of time so I laboriously dug the right of way 15" wide and 9" deep and half filled it with a dry mixture of quarry rubble and cement after which it was compacted and watered. The remainder was filled with rubble and compacted and watered, consideration also having been given to 3/16" super elevation on the radii. To finish up, a layer of 1/2" metal ballast was applied upon which the track lengths were laid and fishplated. A further layer of ballast was screened over the track and rammed between sleepers using a mallet. After ramming 450 sleepers I am still of the opinion my right arm is longer than the left.

In order to retain the super elevation, particularly during hot spells, a 2" x 1" x 2 ft. jarrah stake was driven between sleeps at 6 ft. intervals. At these points a 9" x 2" x ¼" plate with a slotted centre hole was positioned above the stake and when fastened by a screw allows the track to expand and contract whilst keeping the super elevation constant.



Half the trackwork was completed by June 1980. At this time Phil Waugh was having a water feed problem with 'Jubilee' (of which he was custodian) and having solved the problem wanted to know if he could bring the Loco to my place for a track test. The night he and Glen Templeman came was rather wintry and before steam pressure was raised it began pouring with rain which didn't worry us because we had umbrellas. Glen made a few short runs back and forth and was satisfied that the axle pump was working OK, however Phil wanted reassurance by running the loco himself. He sat on the cab, opened the regulator and under a cloud of steam raced off into the darkness. After a few seconds I remarked to Glen, "Hey, he doesn't know that the track is only half completed".

Glen and I raced to the front of the house yelling as we went. Denys Irving will be pleased to know we managed to catch the loco as it ran off the end of the track - whew.



Roadbed ingredients consisted of 6 bags of cement, 6 tons quarry rubble and 2½ tons metal and not forgetting quite a measure of sweat. I also had to distribute 10 tons of earth at various points in the front garden whilst re-landscaping.

At some time in the future I propose including a loop however this project has yet to be ratified by the management (my wife).

Anyone desirous of running their loco somewhere different for a change (and does not get giddy) can ring me on 2484843- they are most welcome.

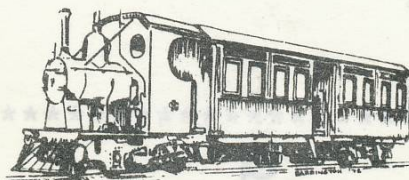
PROPOSED NORTHERN TOUR - MAY 1982.

Mentioned at a recent General Meeting was an organised bus tour of "Steamtown Peterborough", the "Pichi Richi" at Quorn, and Booleroo Centre, over a weekend period.

Investigations have shown that an STA bus seating 47 people could be hired for a cost of just over \$500, or 0.60 per seat, with accommodation being found at the many historic hotels in Quorn for the Saturday evening.

With the hire of the bus, plus group accommodation discounts it appears as if a visit of this nature could be economically viable as well as great interest to us steam enthusiasts, as we could arrange tours over the Steamtown and Pichi Richi workshops.

If Members would like to join in a group tour during May 1982, to these centres could they please let the Secretary know at the earliest.



THE ANNUAL SHOW OF WORK AND PATRONS DAY

SUNDAY 18th OCTOBER, 1981

Every effort is being made to make this day the Annual highlight of our Society's activities.

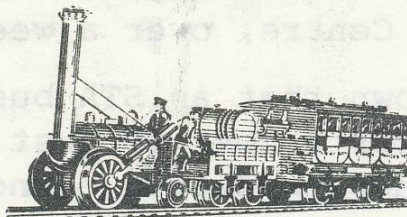
Our Patron and Vice Patrons have been invited to share the day with us and it is pleasing to note that those free on this day will be attending with their families. Further, several of our Country Members have advised me that they will be attending.

Our guests have been invited to share an early evening B-B-Q with us.

The gates will be open at 10.00 am, for those early starters, and it is requested that members have their models on show for inspection by our guests at 2 p.m.

The Committee will be responsible for the entertaining of our guests whilst members will be responsible for their own B-B-Q's and refreshments. Soft drinks and Ice creams will be available from the Canteen.

With the support of all members, this day should be a day to remember, especially as we will be seeing some action on the 7½" Track.



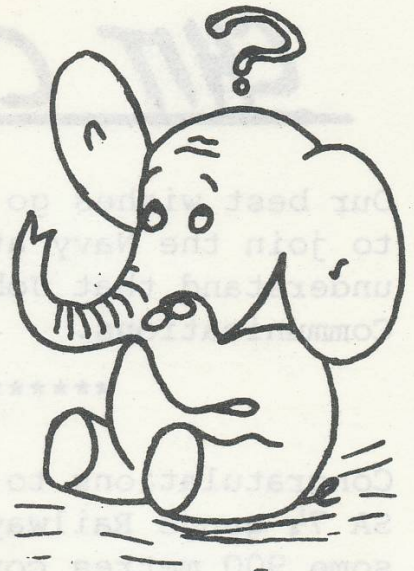
INVITATION TO WHYALLA

Recent correspondence from the chaps at Whyalla advised that an open invitation is extended to us to attend the now past Whyalla Show, further they suggested that we could arrange a visit in the future to Whyalla similar to visits made in past years over the Labour Day weekend.

HOW ABOUT IT ?

DON'T FORGET

ANNUAL SHOW OF WORK
AND PATRONS DAY



SUN 18th OCT

GATES OPEN 10AM TO 10PM

NOTE: SCALES WILL BE AVAILABLE FOR WEIGHING LOCOS.

SEE YOU THERE



ANNUAL

CHRISTMAS

BARBECUE

SUN 13th DEC

SPECIAL GUEST.

SANTA CLAUS WILL BE THERE



CHIT CHAT



Our best wishes go to John Daly, who by now has left to join the Navy at HMAS Ceribus in Victoria. I understand that John will be undertaking a course in Communications.

Congratulations to those energetic members of the SA 7½ gauge Railway Club Inc., on the completion of some 900 metres continuous main line.

The Club is located on Wheatsheaf Road, Morphett Vale, at the Wilfred Taylor Reserve and is open to the Public on the 2nd Sunday of each month.

The official opening is on Saturday 10th October, at 3.00 p.m. and SASMEE Members have been invited to attend the opening.

Ken McDonald is now the proud owner of the 3½" 'Maisie' recently sold by Alec Bradley. No doubt 'Maisie' welcomes the return to SASMEE as in the past she has spent many, many hours running at SASMEE.

Welcome

NEW MEMBERSHIPS:

New Membership applications have been rather scarce of recent.

Eddie Halse a past member from some years back has rejoined again. Eddie has been involved in model engineering for some 20 years, and is building an "RX" Loco. Welcome back Eddie.

FOR SALE

FOR SALE:

Brian Crabb has for sale a 2HP Single phase Milling Machine with a No.3 M.T. compound T slotted table. Asking price - \$700.00.

Contact Brian on 276-3527.

FOR SALE:

Members are reminded that a quantity of Copper tube still remains unsold at SASMEE.

1/4" 22 gauge tube - 2 metres long

5/6" 22 gauge tube - 2 metres long
@ 50¢ per length.

Contact any member of the Committee.

WANTED

WANTED:

TO COMPLETE A SET OF ME.

VOL. 133. No.-3330

VOL. 137. No.-3417

VOL. 136. No.-3391

No.-3392

No.-3394

No.-3401

No.-3405

Contact - Peter Denholm.

WANTED:

Jeff Schaefer obtained ME Vol.79,81,82 at our August Auction Sale.

Jeff is eager to obtain ME Vol.78 as a series in 79 commenced in 78. Can anyone help??
Phone 2986927.

STOP PRESS

It is with sorrow that we record the death of Alan Mitchell , Alan had been a SASMEE member for some years and had almost completed a 3½ Greene King, I understand that the boiler was recently tested. To Mrs Mitchell and family we extend our condolences.

As members realise we have had trouble obtaining Char. We can obtain Char from Melbourne, but have to arrange transport of the Char to Adelaide, this indeed is NOT easy as the Char is in bulk.

Could any member offer suggestions as to how we could get this Char to Adelaide? Could any member borrow a 5 ton truck??

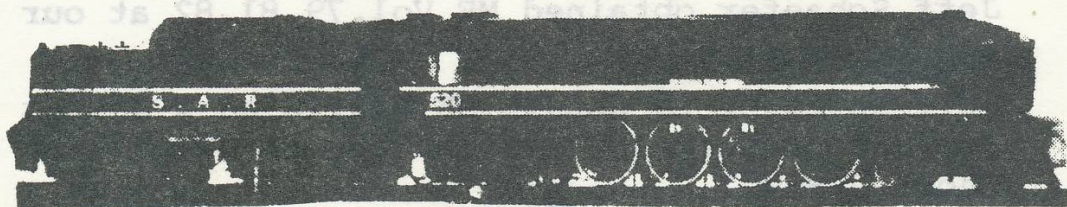
John Welsh has been on the SICK LIST and we trust that it will not be long before John returns to his normal activities.

CAN YOU HELP PUT 520 BACK ON THE RAILS ?

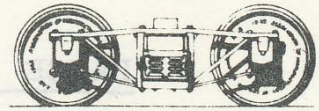
It appears as if the S.A. Division of the Aust.Railway Historical Society is having trouble in raising some \$36,000. to have completed necessary work including 'reshoeing' to get No.520 back into service.

The Society is having a Public appeal and would welcome any donations to the 520 fund.

Further to the unserviceable 520, I understand the 621 needs extensive boiler work.



AROUND THE TRACK



As the track workers proceed with the work on the 7¼" track, production in the various home workshops continues.

Bert Francis has finished his 7-3/4" G 'Rob Roy', Frank Lee is finishing his 7¼" 'Mona', and his 7¼" 'Bridget' is about 80% complete. Tom England has finished his 7¼" 'Britannia', and has given it a steam test on a short length of track borrowed for the occasion.

Roy Duncan has started to build a 7¼"G 'Tich' and Tom Fowler is well on the way with his 7¼"G 'Tich'. John Lever is waiting for the completion of the 7¼"G track so that he can run his superb model of the Burlington Zephyr.

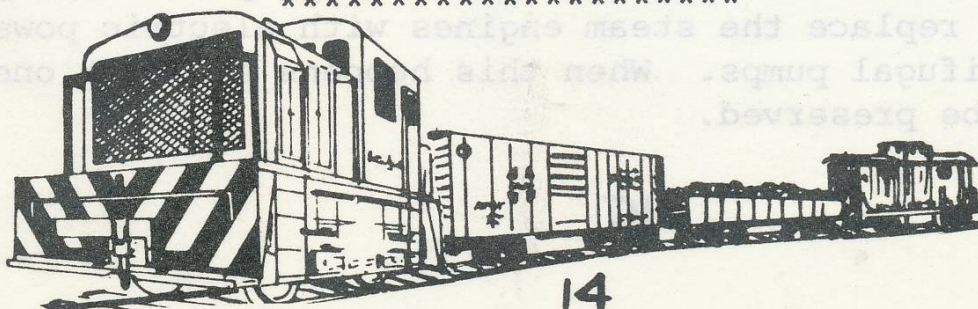
Colin Bamford has continued with building the two Kettering Furnace No.2 models, which are approximately 80% complete.

Jeff Schaeffer's Holmside is well under way, and Peter Denholm's 7¼" 'Tich' is almost complete.

When the 7¼"G track is finished, there will be a good collection of locos.

Harry Gibbs took his 3½" Tich chassis to the track some time ago to see if it fitted. As it did not fall through, Harry will soon have the boiler finished, and he should have her running.

Barry Dunstan has done a few maintenance jobs on his Springbok. Since Barry purchased the loco, it has been worked hard at SASMEE.



LARGE TRIPLE EXPANSION STEAM PUMPS

The main attraction at the Kempton Park Pumping Station of the Thames Water Authority is two large triple steam pumps.

The engines, erected in 1929, are the largest in the World, and have cylinders of 29" x 54" x 86" diameter and 66" stroke. Three pumps are directly connected, one to the crosshead of each engine, and the pumping capacity is 1563 galls/rev. At a maximum speed of 24 revs/min, the total amount of water pumped per day is 14 million gallons, and this is delivered by a 42" diam rising main, about 20 miles long, to a pressure reservoir in the northern outskirts of London.

The speed of the engines is governed by the back pressure in the rising main, and by all accounts a leak in the main is hair raising, as the engines run away, and reach a speed of 50 revs/min within a few seconds. The staff in the hall go for cover, while the engine drivers trip the steam supply by a lever placed at the control positions.

The steam supply to the cylinders and exhaust, is controlled by drop valves, operated by rotary cams, with provision for adjusting the cut-offs. The top valve chest casting of the I.P. cracked in 1934, and was repaired by welding. A spare valve chest was obtained, but has never been needed.

One set is in use at any one time, with the other set on stand-by. The engine used during my visit at the end of March 1980, had a bad knock in the L.P. big-end. The engineer-in-charge was not unduly concerned, as it had worked in this condition for a year, and the crank pin was only 0.020" oval.

Maintenance is minimal, and is mainly confined to the suction and delivery valves of the pumps, as the policy is to replace the steam engines with electric powered centrifugal pumps. When this happens at least one set will be preserved.

KEEPIN' TRACK



SPECIAL THANKS:

We record our appreciation to Frank Lee and Allan Lethbridge.

Frank has commenced manufacturing the gear for the 7 $\frac{1}{4}$ " riding trucks while Allan has bound some ME for the library as well as offering to make Hon. Life Members and Presidents registers for mounting in the Club House.

Our thanks also to Tom England who has been working on the manufacture of the 7 $\frac{1}{4}$ " points.

Brian Niesche has advised that Goldsmith Bullion of 45 Grenfell Street Adelaide, have 245 Silver Solder 1.6mm dia x 750mm length sticks available at the following costs.

1 KG	approx 71 sticks	- \$153.33
5 KG	" 355 sticks	- \$766.55

These prices were at 14-7-81, so there could be price variations. This compares very favourably with the cost of one major retailer at \$243.09 per 1 KG.

Interesting to note that in the report of the 1981 Convention in Sydney, nearly 2 tonnes of coal and about 12000 galls of water was used, there were 113 Locos in attendance.

Laurie Fielder recently wrote us a note, he is now living in Mackay on the Queensland coast. Laurie sends an invitation of hospitality should we SASMEE mob venture so far north. Laurie's address is 6, Pine Street, Andergrove, Mackay, 4740. Telephone, 079552266.



Rosters

ROSTERS:

CANTEEN:

- SAT 19TH SEPT. - Ronnald Bennetts, Ken McDonald,
Arnold Stead.
- SUN 4TH OCT - Coralie Lethbridge
Jean Clark, Jim Degotardi.
- SAT 17TH OCT - Peter Lewis, Kevin & Michael
Halstead.
- SUN 1ST NOV - Denys Irving, Alec Ide,
John Moorfield.
- SAT 21ST NOV - Bill Coles, Jeff Schaeffer,
Graham Sorell.
- SUN 6TH DEC - Malcolm Ambler, Ian Thomas,
Tom England.
- SAT 16TH JAN - Glen Templeman, Allan Saunders,
Nina Brownlow.
- SUN 7TH FEB - Allan Mitchell, Mike Bradford,
Alf Boyley.
- SAT 20TH FEB - Geoff Williams, Gavin Thrum,
Tom Fowler.

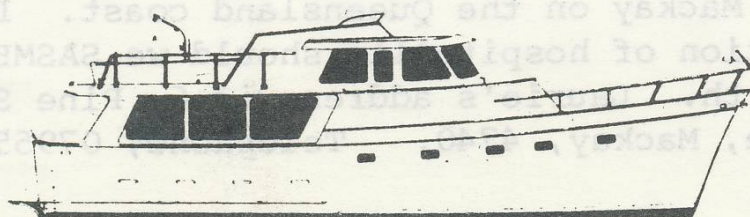


LOCK UP:

CLUB PLAY DAY:

INFORMAL MEETING

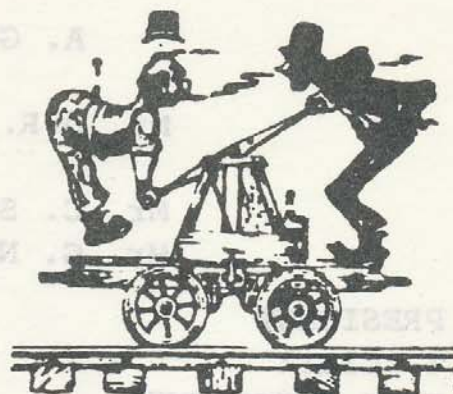
- | | |
|-------------------------------|------------------------|
| SUN 20th SEPT.- Peter Denholm | 22nd SEPT. Fred Gordon |
| SUN 18th OCT. - Ian Clark | 27th OCT. Jack Davey |
| SUN 15th NOV - Bill Coles | 24th NOV. Colin Cook |
| SUN 13th DEC - Fred Gordon | 26th JAN Bill Coles |
| SUN 17th JAN - Colin Cook. | |



Rosters

BOILER ROSTER

Sat. 19th Sept. Terry Middleton
 Sun. 4th Oct. Bryan Homann
 Sat. 17th Oct. Bob Scanlan
 Sun. 18th Oct. Alan Brabham
 Sun. 1st Nov. Joe Hendry
 Sat. 21st Nov. Colin Cook
 Sun. 6th Dec. Mike Bradford
 Sat. 16th Jan. Tom Fowler
 Sun. 7th Feb. Colin Cook



LOCO ROSTER

Sat. 19th Sept.

Phil Waugh
 A. Lethbridge
 Bert Francis
 Keith Besley
 Colin Bamford

Sun. 4th Oct.

Ian Clark
 J. Moorfield
 Barry Dunstant
 John Beal
 Frank Lee

Sat. 17th Oct

Ralph Skewes
 Howard Bateup
 Fred Gordon
 Bob Smith
 Phil Waugh

Sun 1st Nov.

Frank Lee
 Bert Francis
 A. Lethbridge
 Ian Clark
 Barry Dunstan

Sat. 21st Nov.

Fred Gordon
 Phil Waugh
 John Beal
 Howard Bateup
 Keith Besley

Sun. 6th Dec.

Ian Clark
 Frank Lee
 Bert Francis
 J. Moorfield
 Barry Dunstan

Sat. 16th Jan.

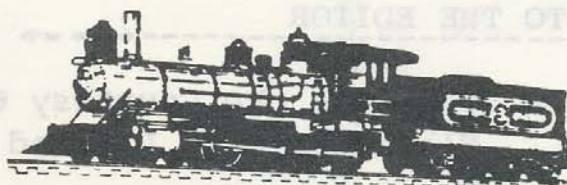
A. Lethbridge
 Howard Bateup
 Ralph Skewes
 Fred Gordon
 Phil Waugh

Sun. 7th Feb.

Ian Clark
 John Beal
 Keith Besley
 Barry Dunstan
 Bert Francis

Sat. 20th Feb.

Frank Lee
 Phil Waugh
 J. Moorfield
 Colin Bamford
 Fred Gordon



Patron Mr. F. R. Harris, General Manager, STA.

VICE PATRONS Dr. D. Williams, General Manager,

Australian National

A. G. Flint, Director, Road Safety
& Motor Transport.

Mr. D.R. Harvey OAM, Director, Steam
Ranger, ARHS.

Mr. C. Schaumlöffel, Australian National.

Mr. G. Nicolson, Tregalana, Whyalla.

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I. Clark

VICE PRESIDENTS

J. Davey, A. Brabham

SECRETARY

P. Denholm

MINUTE SECRETARY

F. Gordon

TREASURER

B. Holdsworth

ASSISTANT TREASURER

W. Brownlow

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P. Waugh,

C. Cook, W. Coles

HOSTS

J. Welch, C. Burden

LIBRARIANS

G. Templeman, M. Ambler

PUBLIC OFFICER

A. Templeman

SUPERVISORS LOCO TRACK

A. Ide, W. Brownlow

H. Bateup, P. Waugh

SUPERVISORS BOAT POND

N. Kernick, C. Manning

B. Gamble

BOILER SAFETY COMMITTEE

A. Brabham, J. Welch

O. Thomas, H. Bateup

CANTEEN

A. Templeman

GROUND LEVEL TRACK

A. Brabham, H. Bateup, A. Ide, I. Clark, R. Bloyd, T. England

J. Davey, W. Brownlow.

SECRETARY

P. Denholm

Box 263

STIRLING S.A. 5152

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CONTRIBUTIONS TO THE BULLETIN SHOULD BE FORWARDED
TO THE EDITOR

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